

2006
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
249
Town of Kilmarnock

Information in this report is included in Report
51
(Lancaster County)

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2006
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Kilmarnock

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
<div><div>3</div><div>N Main St</div></div>	From:	NCL Kilmarnock														
	Town of Kilmarnock (Maint: 51)	1.63	9700	N	92%	1%	2%	3%	2%	0%	N	0.087	N	0.623	9900	N
<div><div>3</div><div><div>200</div>S. Main St</div></div>	To:	SR 200 W Int														
	Town of Kilmarnock (Maint: 51)	0.09	13000	G	96%	1%	1%	1%	2%	0%	F	0.083	F	0.524	13000	G
<div><div>3</div><div>S. Main St</div></div>	To:	SR 200 M Int														
	Town of Kilmarnock (Maint: 51)	0.62	10000	G	96%	1%	1%	1%	2%	0%	F	0.082	F	0.541	10000	G
<div><div>200</div>Irvington Rd</div>	To:	SCL Kilmarnock														
	From:	SCL Kilmarnock														
<div><div>200</div><div><div>3</div>S. Main St</div></div>	To:	SR 3 S, N Main St														
	From:	S SR 3														
<div><div>200</div>East Church St</div>	To:	N SR 3														
	From:	SR 3 N, N Main St														
<div><div>200</div>East Church St</div>	To:	NCL Kilmarnock														

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
608 51		0.11	610	R							NA			NA		07/18/2002
608 51	Waverly Ave.	0.21	1100	G	93%	0%	2%	0%	5%	0%	C	0.092	F	0.574	1200	G 2006
608 51	Waverly Ave.	0.27	820	G	93%	0%	2%	0%	5%	0%	F	0.095	F	0.535	840	G 2006
608 51		0.10	950	R							NA			NA		06/24/2002
688 51	James B. Jones Mem H	0.49	3200	R							NA			NA		07/18/2005
688 51	James B. Jones Mem H	0.06	2600	R							NA			NA		07/24/2002
1001 51	Kamps Lane	0.15	130	R							NA			NA		05/09/2005
1002 51		0.21	80	R							NA			NA		06/24/2002
1002 51		0.05	230	R							NA			NA		06/24/2002
1002 51		0.08	250	R							NA			NA		06/24/2002
1002 51	Chase Street	0.21	400	G	99%	0%	1%	0%	0%	0%	C	0.102	F	0.524	410	G 2006
1003 51	Cedar Lane	0.15	290	G	98%	0%	1%	0%	0%	0%	C	0.121	F	0.564	300	G 2006
1004 51	Hatton Avenue	0.15	500	R							NA			NA		05/09/2005
1004 51	Hatton Avenue	0.17	110	R							NA			NA		05/09/2005
1005 51	Claybrook Avenue	0.03	70	R							NA			NA		06/24/2002
1005 51	Claybrook Avenue	0.07	120	R							NA			NA		06/24/2002
1005 51	Claybrook Avenue	0.07	170	R							NA			NA		06/24/2002
1005 51	Claybrook Avenue	0.16	430	G	99%	0%	1%	0%	0%	0%	C	0.123	F	0.537	440	G 2006
1006 51	Roseneath Avenue	0.10	130	R							NA			NA		06/27/2005
1006 51	Roseneath Avenue	0.07	170	R							NA			NA		06/27/2005
1006 51	Roseneath Avenue	0.17	400	R							NA			NA		06/27/2005
1007 51	First Avenue	0.04	240	R							NA			NA		06/24/2002

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						2Axle	3+Axle	1Trail	2Trail									
Town of Kilmarnock																		
1007 51	First Avenue	0.12	610	From:	51-1005 Claybrook Avenue							C	0.129	F	0.646	630	G	2006
				To:	SR 200 Irvington Rd													
1008 51	Second Avenue	0.10	90	From:	51-1009							NA			NA		06/27/2005	
				To:	51-1006 Roseneath Avenue													
1008 51	Second Avenue	0.03	110	From:	51-1005 Claybrook Avenue							NA			NA		06/27/2005	
				To:	SR 200 Irvington Rd													
1008 51	Second Avenue	0.13	190	From:	Dead End							NA			NA		06/27/2005	
				To:	51-1008 Second Avenue													
1009 51	3rd Ave	0.03	170	From:	51-1006 Roseneath Avenue							NA			NA		06/27/2005	
				To:	51-1005 Claybrook Avenue													
1009 51	3rd Ave	0.13	220	From:	SR 200 Irvington Rd							NA			NA		06/27/2005	
				To:	Dead End													
1010 51	Wiggins Avenue	0.25	190	From:	SR 3; S Main St							NA			NA		06/27/2005	
				To:	Dead End													
1011 51	Raleigh Drive	0.10	60	From:	51-608							NA			NA		06/24/2002	
				To:	51-1026 School Street													
1012 51	Brent Street	0.07	560	From:	SR 3; N Main St							C	0.155	F	0.573	580	G	2006
				To:	51-1026 School Street													
1013 51	West Church Street	0.10	530	From:	SR 3; SR 200							NA			NA		05/09/2005	
				To:	51-608													
1016 51	Bellevue Road	0.11	330	From:	51-1021 Clark Lane							NA			NA		07/18/2002	
				To:	Northumberland County Line													
1016 51	Bellevue Road	0.05	250	From:	Begin Loop							NA			NA		06/27/2005	
				To:	End Loop													
1018 51	Walnut Street	0.08	90	From:	51-1031 Kenmore Avenue							NA			NA		06/27/2005	
				To:	51-1032 Keith Avenue													
1018 51	Walnut Street	0.08	160	From:	51-1020 Kinlock Avenue							NA			NA		06/27/2005	
				To:	SR 200 Irvington Rd													
1018 51	Walnut Street	0.08	290	From:	51-1026 School Street							NA			NA		06/27/2005	
				To:	Dead End													
1018 51	Walnut Street	0.08	350	From:	Dead End							NA			NA		06/27/2005	
				To:	51-1018 Walnut Street													
1019 51	Cralle Court	0.10	570	From:	51-1018 Walnut Street							NA			NA		05/09/2005	
				To:	Dead End													
1020 51	Kinlock Avenue	0.08	20	From:	51-1018 Walnut Street							NA			NA		06/27/2005	
				To:	51-1018 Walnut Street													

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Town of Kilmarnock

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Town of Kilmarnock																	
1020 51 Kinlock Avenue	0.06	20	From:	51-1018 Walnut Street								NA				NA	06/27/2005
			To:	Dead End													
1021 51 Clark Lane	0.04	130	From:	51-1016 Bellevue Road								NA				NA	05/09/2005
			To:	51-1029 Purcell Drive													
1021 51 Clark Lane	0.07	100	From:	51-1029 Purcell Drive								NA				NA	05/09/2005
			To:	51-1027 Norwood Street													
1021 51 Clark Lane	0.06	30	From:	51-1027 Norwood Street								NA				NA	05/09/2005
			To:	Dead End													
1022 51 Dogwood Lane	0.12	40	From:	51-1002								NA				NA	05/09/2005
			To:	Dead End													
1023 51 Lloyd Lane	0.13	120	From:	51-1002								NA				NA	05/09/2005
			To:	51-608													
1024 51 Harvey Lane	0.13	1900	From:	SR 200 Church St								NA				NA	07/08/2002
			To:	51-1035 First Street													
1024 51 Harvey Lane	0.26	2000	From:	51-1035 First Street								NA				NA	07/08/2002
			To:	Dead End													
1025 51 Noblett Lane	0.13	48	From:	51-1005 Claybrook Avenue								NA				NA	06/27/2005
			To:	SR 200 Irvington Rd													
1026 51 School Street	0.26	5500	From:	SR 200 Irvington Rd								NA				NA	06/24/2002
			To:	51-1012 Brent Street													
1026 51 School Street	0.34	4900	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.596	5000	G	2006	
1027 51 Norwood Street	0.07	40	From:	51-1028 Mable Wood Street								NA				NA	05/09/2005
			To:	51-1021 Clark Lane													
1028 51 Mable Wood Street	0.05	70	From:	51-1029 Purcell Drive								NA				NA	05/09/2005
			To:	51-1027 Norwood Street													
1028 51 Mable Wood Street	0.05	40	From:	51-1027 Norwood Street								NA				NA	05/09/2005
			To:	Dead End													
1029 51 Purcell Drive	0.04	160	From:	51-608								NA				NA	05/09/2005
			To:	51-1028 Mable Wood Street													
1029 51 Purcell Drive	0.09	60	From:	51-1028 Mable Wood Street								NA				NA	05/09/2005
			To:	51-1021 Clark Lane													
1030 51 Venable Drive	0.22	90	From:	Dead End								NA				NA	05/09/2005
			To:	51-1033 Gilbert Street													
1030 51 Venable Drive	0.06	220	From:	51-1033 Gilbert Street								NA				NA	05/09/2005
			To:	SR 200 Church St													
1031 51 Kenmore Avenue	0.07	40	From:	Cul-de-Sac								NA				NA	06/27/2005
			To:	0.07 ME Cul-de-Sac													
1031 51 Kenmore Avenue	0.05	60	From:	0.07 ME Cul-de-Sac								NA				NA	06/27/2005
			To:	51-1018 Walnut Street													
1032 51 Keith Avenue	0.03	80	From:	Dead End								NA				NA	07/08/2002
			To:	0.03 ME Dead End													

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
(1032/51) Keith Avenue	0.06	110	R			From: 0.03 ME Dead End					NA			NA		07/08/2002
(1032/51) Keith Avenue	0.05	60	R			To: 51-1018 Walnut Street					NA			NA		07/08/2002
(1032/51) Keith Avenue	0.02	10	R			From: 0.05 ME 51-1018					NA			NA		07/08/2002
						To: Dead End										
(1033/51) Gilbert Street	0.03	30	R			From: Cul-de-Sac					NA			NA		07/18/2002
(1033/51) Gilbert Street	0.07	60	R			To: 0.03 MN Cul-de-Sac					NA			NA		07/18/2002
(1033/51) Gilbert Street	0.02	4	R			From: 51-1030 Venable Drive					NA			NA		07/18/2002
						To: Dead End										
(1035/51) First Street	0.22	1800	R			From: SR 3; N Main St					NA			NA		07/08/2002
						To: 51-1024 Harvey Lane										
(1036/51) Harris Road	0.76	3200	G	98%	0%	0%	1%	1%	0%	F	0.101	F	0.528	3300	G	2006
(1036/51) Harris Road	0.03	3200	G	98%	0%	0%	1%	1%	0%	F	0.101	F	0.528	3300	G	2006
						From: SR 200; 51-675										
(1040/51) Hawthorne Ave	0.03	170	R			To: Cul-de-Sac					NA			NA		06/27/2005
(1040/51) Hawthorne Ave	0.25	700	R			From: 51-1044					NA			NA		07/24/2002
						To: SR 3; N Main St										
(1041/51) DMV Drive	0.39	840	R			From: 51-1036 Harris Road					NA			NA		07/18/2002
						To: Dead End										
(1042/51) Radio Rd	0.06	40	R			From: Cul-de-Sac					NA			NA		07/24/2002
						To: SR 3; N Main St										
(1043/51) Lee Road	0.12	700	R			From: SR 3; N Main St					NA			NA		07/24/2002
						To: Cul-de-Sac										
(1044/51)	0.09	46	R			From: Cul-de-Sac					NA			NA		07/24/2002
(1044/51)	0.22	100	R			To: 51-1045 Corrotoman Circle					NA			NA		07/24/2002
(1044/51)	0.07	130	R			From: 51-1046 Pine Drive					NA			NA		07/24/2002
(1044/51)	0.08	330	R			To: 51-1045 Corrotoman Circle					NA			NA		07/24/2002
						To: 51-1040 Hawthorne Ave										
(1045/51) Corrotoman Circle	0.18	160	R			From: 51-1044					NA			NA		07/24/2002
						To: 51-1044										
(1046/51) Pine Drive	0.05	20	R			From: Cul-de-Sac					NA			NA		07/24/2002
						To: 51-1044										
(1049/51)	0.32	NA				From: 51-1036 Harris Road					NA			NA		
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Kilmarnock																
9221 51	0.02	40	R			From: Dead End						NA		NA		07/18/2005
						To: 51-1026 School Street										
1005 66	Clifton Avenue	0.05	380	R		From: SR 200 Lancaster Cy						NA		NA		03/07/2005
						To: 66-1016 Bellevue Road										
1005 66	Clifton Avenue	0.14	40	R		From: Dead End						NA		NA		03/07/2005
						To: SR 200 Lancaster Cy										
1014 66	Dixie Avenue	0.06	60	R		From: 66-1015 Avonne Street						NA		NA		03/07/2005
						To: 66-1017 Bay Ridge Avenue										
1015 66	Avonne Street	0.07	30	R		From: 66-1014 Dixie Avenue						NA		NA		03/07/2005
						To: Lancaster County Line										
1016 66	Bellevue Road	0.14	410	R		From: 66-1005 Clifton Avenue						NA		NA		03/07/2005
						To: SR 200 Lancaster Cy										
1017 66	Bay Ridge Avenue	0.06	60	R		From: 66-1015 Avonne Street						NA		NA		04/03/2002
						To: SR 200 Lancaster Cy										